

[PRICE \$24 PER MONTH

"FLOBIIT. FLORET. FLOREAT

THE undersigned has been asked to solicit
SUBSCRIPTIONS, from Old and
FRIENDS in China, to the SOUTHWEST
MEMORIAL FUND, and will be glad to give
information on the subject, and to receive any
Contributions up to the 20th December next.
C. G. F. NEALD,
Comptroller d'Escompte de Paris.
Hongkong, 9th November, 1888. [2103]

HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

SHOULD the weather be favourable, the
"HONAM" will make a Trip to Macao
and Back, on SUNDAY, the 14th instant,
leaving Hongkong at 9.30 A.M. and Macao at
9.00 P.M.
TRIP CLASS FARE to Macao and Back \$3.
No Second Class or Single Fare. CHINESE
Sovereigns 50 Cents each way. CHAIRS will NOT
BE ACCEPTED.
REPRESENTATIVES will be supplied on Board,
but no Meals.
By Order,
T. H. ARNOLD,
Secretary. [2104]

Hongkong, 9th November, 1888.

FOR HAIPHONG.

THE FRENCH STEAMER
"LOIRE INFERIEURE,"
will be despatched for the above Port on
the 10th instant.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th November, 1888. [2102]

FOR BANGKOK VIA TOURON.

THE SCOTTISH ORIENTAL STEAM
SHIP COMPANY, LIMITED.

THE Company's Steamer
"DANUBE."
 Captain Geo. Anderson, will be despatched for
 the above Ports on **THURSDAY**, the 11th
 instant, at **NINE A.M.**
 For Freight or Passage, apply to
YUEN FAT HONG,
 Agents
 Hongkong, 9th November, 1886. [210]
FOR SINGAPORE, PENANG, AND
CALCUTTA.
THE Steamer.

“JAPAN.”
Captain T. S. Gardner, will be despatched to
the above Ports on FRIDAY, the 12th instant
at THREE P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 8th November, 1896. 1208

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
Taking Cargo and Passengers at through rates
to Amoy, Shanghai, and other ports.

for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN,
HANKOW, and PORTS on the YANGTZE.
THE Company's Steamship
"SARPEDON".
Captain Chrimmes, will be despatched as above
on SUNDAY, the 14th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents,
Hongkong 8th November, 1886.

"SHIRE" LINE OF STEAMERS.
FOR YOKOHAMA AND KOBE.
THE Steamship

"DENBIGHSHIRE"
F. G. Cumling, Commander, will be despatched for the above Ports on the 16th instant.
For Freight or Passage, apply to
ADAMSON, BELL & CO.
Agents.
Hongkong, 9th November, 1890. 212

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENEARN."
Captain Quarty, will be despatched as above.

on or about the 23rd instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 8th November, 1896. [30]

UNION LINE.
NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, PENANG
AND SINGAPORE.
THE Steamship
"ALTONPOWER."
Sailing for Singapore on Tuesday from the above

The steamer is berthed at the Kewlown Pier and Cargo impeding her discharge will be once landed and stored at Consignees' risk and expense and no Fire Insurance will be affected.

Optional Cargo will be forwarded on to Japan unless notice to the contrary be given before 2 P.M. TO-DAY, the 8th instant.

All Claims against the steamer must be presented to the Agent on or before the 10th inst.

sent to the undersigned or by order, the
instant, or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, 8th November, 1886.

NOTICE TO CONSIGNEES.

**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY**

**FROM TRIESTE, ADEN, COLOMBO,
PENANG, AND SINGAPORE.**

THE Steamship

in connection with the S. S. *Argo* from Calcutta and Madras, having arrived from the above Port of Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, being landed at their risk into the Godowns known as "The Hongkong Wharf and docks" Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods at the Wharf are at Liberty to do so.


No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned before Noon, 1st July 1881.

THE 13TH INSTANT, OR THEY WILL NOT
RECOGNISED.

No Fire Insurance has been effected, and
goods remaining in the Godowns after the
instant, will be subject to rent.

Bills of Lading will be Countersigned by
O. BACHRACH,
Agent.

Hongkong, 8th November, 1885.


ARMY CONTRACTS.

TENDERS, in Duplicate, will be received at the Undermentioned Office until **ONE O'CLOCK NOON, on THURSDAY, the Eleventh day of November, 1886, for WASHINGTON REPAIRING WAR DEPARTMENT BEDDING and CLOTHING**, during period: from 16th November, 1886, to the 1st March, 1888.

Forms of Tender, Conditions of Contract, and all further particulars, can be obtained on application at this Office by letter addressed to the **SENIOR COMMISSARIAT OFFICER, of the Cavalry**, between the hours of 10 A.M. and 4 P.M.

1593 Commissariat and Transport Office,
Hongkong, 2nd November, 1898.

Hongkong, 11th October, 1888

FOR HAYRE AND LONDON.

THE 33 L I German Ship

"THEODOR RUGER."

Meyer, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co

Hongkong, 30th October, 1888.

FOR HAYRE AND LONDON.

THE 33 L I British Ship

"NAUPACTUS."

Sanders, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

ERLOWITZ & Co

Hongkong, 10th September 1888.

FOR HAMBURG DIRECT.
(WITH OPTION OF CALLING AT HAYRE)
THE 3/3 L II Germania Bark

"LIVINGSTONE"
Steffens, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARL WITZ & Co
Hankow, 15th October, 1883.

FOR NEW YORK.
THE 3/3 L II American Ship

"GEORGE CURTIS."
Captain Spraul, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SIEMSEN & Co

MAILS EXPECTED.
THE FRENCH MAIL.
 The M. M. Co.'s steamer *du*, with the French mail of October 8th, left Singapore at 11 a.m. on the 6th, and may be expected here on or about the 14th instant.

THE AMERICAN MAIL.
 The O. & C. steamer *Belgia*, with the American mail to the 19th instant, leaves Yokohama on the 8th, and may be looked for here on or about the 15th instant.

The P. M. steamer *City of Peking*, with American mail of the 20th October, will leave Singapore on the 10th instant.

STEAMERS EXPECTED.
The Pacific Rubattino steamer *Bormida* is expected to arrive at Singapore on the 30th ult., and may be exposed here on the 8th instant.
The O. S. S. Co.'s steamer *Polinaura* is expected to arrive at Singapore on the morning of the 2nd, and is expected to be here on the 9th instant.
The O. S. S. Co.'s steamer *Sarpedon* is expected to arrive at Singapore on the 10th inst.

Singapore on the morning of the 6th, and is due here on the 12th instant.

The steamer *Ghazet* left Singapore on the afternoon of the 5th, and may be looked for here on or about the 12th instant.

The Shire Line steamer *Dunghy* left Singapore on the afternoon of the 8th, and is due here on or about the 15th inst.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent delayed, both of which are liable to happen occasionally all that the addressee need do is to note on the cover. Send to Mr. Rennie.

at 7 p.m. or as the case may be, and I forward without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is the only way for such matters pass for fear of giving trouble to a cause which generally gives more trouble in the end.

LOCAL DELIVERY—Yodlivers is sent and on board ship, at the Peak, Kowloon, Aberdeen &c., nor at any private house (even though named in the address) when there is a place business near, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the Daily Press Director, p. 885 large edition, p. 701 small edition. This is the only authorised complete Summary.

A MAIL WITH CLOSURE
For *Amy* and *Caleta*, to-day, the 9th inst., at 2:30 P.M.
For *Swatow*, *Amy*, and *Foochow*,—*Per Nansao*, to-day, the 9th inst., at 5:00 P.M.
For *Amy* and *Manila*,—*Per Don Juan*, to-morrow, the 10th inst., at 11:30 A.M.
For *Cebu* and *Manila*,—*Per Adiva*, to-morrow, the 10th inst., at 5:00 P.M.
For *Narasaki*, *Kobe*, and *Yokohama*,—*Per Thibet*, on Thursday, the 11th inst., at 5:00 P.M.
For *Strait* and *Cebu*,—*Per Japan*, on

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in clean Mails, &c., by the British Contract Packet:—

Day of Departure.

Noon.—Money Order Office closed.

2.00 P.M.—Registry of Letters closes. Posting of all printed matter and patterns ceases.

3.00 P.M.—Mails closed, except for Late Letters.

3.30 P.M.—Letters may be posted with late fee of 10 cents until

3.50 P.M.—Post Office closes entirely.

4.40 P.M.—Late Letters may be posted on boxes packed with late fee of 10 cents, until time of departure.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Quana* will be despatched on **TUESDAY**, the 16th instant, for the following ports:—London, Europe, with Mails to the United Kingdom, Europe, and places beyond, viz *Naples*, to Saigona, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), the Australian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

This Post Office declines all responsibility for Registered Letters containing Jewellery, &c., and where Registration has been neglected, will not enquire into alleged losses of such letters.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

SHAREHOLDERS in the above Company requested to furnish the Undersigned with a List of the Contributions for the year ending 31 December last in order that the Distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November last will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
HONGKONG FIRE INSURANCE Co. LD.
Hongkong, 15th October, 1886: [1886]

"JAPAN GAZETTE."

YOKOHAMA

HAVING been appointed AGENT in Hongkong and SOUTH CHINA, for the *Japan Gazette*, the "Japan Gazette Summary" and "Hong List" Orders for Subscriptions and Advertisements will be received at this Office. *Hongkong Daily Press Office,*
Hongkong, 23rd May 1877

Printed and Published by H. CHRISTENSEN, at the
Wynthon Street, Hongkong.

HONGKONG, TUESDAY, NOVEMBER 9TH, 1886

That the sanitary arrangements of Hong.

[illegible]

preparable from the sea, and if the harbourage were thoroughly dredged, a suitable dock made, and batteries erected to prevent its being used as a station in the rear, the station will not only be taken, but the fleet will be hoped for, now that the Government of Great Britain has been assured, would never have been thoroughly destroyed, as claimed by Chinese officials. They have, however, not the knowledge in the first place, and they are not as distinguished by honesty in the use of the funds committed to them in the management of the superintendence of the harbour of the Taoais, Port Arthur, as they are in the management of a station through which the revenues of the Chihai were likely for years to pass with a falling regularity. The Viceroy noted wisely in giving the contract to Europeans, though in the present juncture, the selection of a Chinese contractor would have been made, and the result will best show. But it is probable that, as the German Syndicate obtained the contract for the supply of the plants and material for the little Keping Railway, His Excellency may have deemed it politic to award the contract to the French Government, which he alleges stands behind the German Syndicate, as we think, without justification.

[illegible]

His Lordship—Did you not know it was for Gary?

Witness—I could not see the master, and I did not go with the goods, and the coolie to take me to alter it.

His Lordship—That is not the question. I asked you if you do not know it is for Gary? Witness—I saw another man's signature.

Witness—I don't know. How can I ask for Gary?

His Lordship—It is just as bad as if you had written down something and put another man's name.

Witness—He told me to write it.

His Lordship was understood to say that there were many people who called themselves brokers who were totally unfit to be employed.

Cross-examination continued.—I did not see "Double Gold Cash" because there was no such custom. If the collectors had told me they were going to Japan, I would have said "My instructions were if I found Red Cock matches, take them direct to the collector." I have been broker for seven or eight years, since I returned from Kobe, Japan, where I was resident.

Japan. I do not get information as to the export of those matches.

Mr. Howell, a bailiff of the Supreme Court gave evidence under oath of an information given by one Chapp Yik golden in July, 1907. Akit, the accountant, who admitted having

Chong Lung, Double Gold Cash, Japan matches, five cases, price \$16, according to custom. There is no entry in the book of the owner, Red Cock match, to show that the man who bought the five cases came into the shop he asked me for matches we had. I said we had Double Gold Cash matches, but he asked for the price. He was there about a quarter of an hour. The words "Red Cock matches" were never mentioned. I gave the customer a receipt for the five cases and he was content. The sale note is not now in the condition it was when I gave it to the customer. I wrote "Double Gold Cash." I do not know where the receipt is now. The receipt for the alteration was never asked for. Ms. 20 of the matches were delivered to a customer on the 5th July 1906 on the 20th, and 8 on the 24th. The Chin Gap match was delivered to a customer on the 20th taken off before the lot of the 20th was delivered. Other people had goods stored at the Chin Gap besides our shop.

By Mr. Adeline Attorney-O'Connor—I have been in the shop for several years, but I did not receive matches before this year. So of the matches were stored in the back and sent to the godown. The matches were delivered to the customer, with the Double Gold mark and the match with a Peach. The man who bought matches only came to the shop twice. He never came to the shop after that.

By Mr. McGowan—The shop is a quarter of a mile from the court. I remember in July last going to

This closed the evidence.

After a 15-minute recess, the jury returned. The jurors, submitted the plaintiffs' case had not been substantiated. The whole of the evidence adduced was a wot-up pass—probably with perjury. The jury was asked to find that Mr. Groves wished to find out who was sent these matches, but if he employed paid emissaries to do that and they were guilty of perjury, he was not to be held responsible. The jury decided on those who hired them. The evidence showed that the man who professed to find the Red Cross matches was a man who was well known principle that those who seek equity must do equity, or in other words that persons must come into court with clean hands. They decided that there was nothing out of the way. The learned Counsel a passage from Carr on this point, and submit that even on the case made up by the plaintiffs, the jury would find that the plaintiffs were half as the plaintiffs by their paid emissaries been guilty of gross misconduct. The only defence on which he thought his Lordship was bound to find in favour of the plaintiffs was the fact that the matches were sent to Howell. Now, Mr. Howells evidence was that he wanted to go down to seek the injection he asked where the Red Cross matches were sent. He was told that they were sent to Howell. He did not wish to impugn the veracity of an officer of the court. The discrepancy was capable

matches; the cases were here, and was it the men would palm them off on some one else. I was not to be taken in.

His Lordship—"It would have been a clever move if they had tried to save a friend's score the reward at the same time."

"I don't know," said the Earl, "but as the trouble, it seems extraordinary, should have taken the trouble to go and give five cases at the Chancery Chamber and then go and take five more."

His Lordship—"There is one thing that I am very suspicious, that they received the cases according to their own account certainly saved them from the law, but they were not at Wotton and Deacon's till the afternoon what were they doing all that time."

The Acting Attorney-General said he thought it was a very good question, and that he had all their movements they would be found in very much out in their lines. They had to go, downwards near the Gas Works, then on to the docks, and then to the river, and he did not get, then one had to be obtained from boat, one of the cases was opened, and then had to be brought to Douglas's wharf and then to the Chancery Chamber, and his Lordship would take all this into consideration he would find this was fairly accurate for.

His Lordship—"Yes, I believe they were, but it is distinctly on trial."

The Acting Attorney-General submitted that he would have been taking a great deal of unnecessary trouble.

